

Message Text

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TO USMISSION OECD PARIS

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E.O.11652: N/A

TAGS:OECD,SENV

SUBJECT: REF TALKING PAPER ON AUTO STANDARDS

PASS FOLLOWING INFORMATION TO HAROLD BENGELSDORF/ROBERT
PORTER, US REPRESENTATIVES TO OECD ENVIRONMENT COMMITTEE
MEETING.

FOLLOWING IS TEXT EPA PRESS RELEASE MARCH 5:

1. ENVIRONMENTAL PROTECTION AGENCY ADMINISTRATOR RUSSELL
E. TRAIN ANNOUNCED TODAY A ONE-YEAR SUSPENSION OF 1977
AUTOMOBILE EMISSION STANDARDS AND RECOMMENDED A PROGRAM FOR
REDUCING HYDROCARBON, CARBON MONOXIDE, AND SULFURIC ACID
EMISSIONS FOR THE 1977-82 MODEL YEARS, INCLUDING A SULFURIC
ACID EMISSION STANDARD BEGINNING WITH 1979 MODELS.

2. ACTING ON REQUESTS BY AUTO COMPANIES HE SUSPENDED FOR
ONE YEAR THE STATUTORY EMISSION STANDARDS FOR HYDROCARBONS
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(HC) AND CARBON MONOXIDE (CO) DUE TO GO INTO EFFECT IN

MODEL YEAR 1977. HE SET INTERIM STANDARDS FOR 1977 AT THE CURRENT FEDERAL INTERIM LEVEL OF 1.5 GRAMS PER MILE (HC) AND 15 GRAMS PER MILE (CO).

3. THIS ACTION IS DESIGNED TO: CONTINUE THE REDUCTION IN HYDROCARBON, CARBON MONOXIDE, AND NITROGEN OXIDE EMISSIONS;

FIND A SOLUTION TO THE PROBLEM OF SULFURIC ACID EMISSIONS FROM CATALYSTS; MAINTAIN INDUSTRY MOMENTUM IN CLEANING UP AUTOMOBILE EMISSIONS AND MAXIMIZE THE POTENTIAL FOR IMPROVED FUEL ECONOMY.

4. TRAIN RECOMMENDED RETENTION OF THE NEW 1977 INTERIM STANDARDS THROUGH '79 MODELS, ESTABLISH EMISSION STANDARDS OF 0.9 GPM HYDROCARBONS AND 9.0 GPM CARBON MONOXIDE FOR THE '80 AND '81 MODEL YEARS, AND ADOPT THE ORIGINAL STATUTORY STANDARDS OF 0.41 GPM HYDROCARBONS AND 3.4 GPM CARBON MONOXIDE IN '82.

5. THE FEDERAL INTERIM NITROGEN OXIDE STANDARD OF 2.0 GPM SCHEDULED TO GO INTO EFFECT IN 1977 WOULD BE RETAINED THROUGH 1982, UNLESS ON-GOING RESEARCH INDICATES A FUTURE NEED FOR A MORE STRINGENT LEVEL.

6. ADOPTING THE PRESENT INTERIM STANDARDS FOR CO AND HC THROUGH 1979 WOULD PERMIT CONTINUED SIGNIFICANT REDUCTIONS IN EMISSIONS OF THOSE POLLUTANTS WHILE ALLOWING THE AUTO INDUSTRY TO REDUCE SULFURIC ACID EMISSIONS BY PHASING IN NON-CATALYST TECHNOLOGY AND MINIMIZING SUCH EMISSIONS FROM CATALYST CARS.

7. TRAIN SAID THAT A MORE STRINGENT EMISSION STANDARD FOR HC AND CO THROUGH 1979 COULD FORCE SULFURIC ACID EMISSIONS FROM CATALYSTS TO UNACCEPTABLY HIGH LEVELS. HE SAID THAT HAD IT NOT BEEN FOR LEGITIMATE CONCERN THAT SULFURIC ACID EMISSIONS REPRESENT A RISK TO PUBLIC HEALTH HE WOULD NOT HAVE GRANTED THE ONE YEAR SUSPENSION.

8. EPA INTENDS TO ESTABLISH A SULFURIC ACID EMISSION STANDARD AND INDICATED THE 1979 STANDARD COULD RANGE FROM UNCLASSIFIED

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.001 TO .01 GPM. WITH THE ADDITION OF GASOLINE DESULFURIZATION, WHICH COULD BE IMPLEMENTED OVER A 3 TO 6 YEAR PERIOD, SULFURIC ACID EMISSIONS FROM CATALYST-EQUIPPED VEHICLES MAY BE CONTROLLABLE TO LEVELS ON THE ORDER OF .005 GPM BUT A STANDARD AT OR ABOUT THE LEVEL OF SULFURIC ACID EMITTED FROM NON-CATALYST EQUIPPED CARS (.001 GPM) WOULD PROBABLY MEAN THE DEMISE OF CATALYST TECHNOLOGY.

9. TRAIN SAID BY 1980 IT SHOULD BE POSSIBLE TO MOVE TO TIGHTER HC AND CO EMISSION LEVELS WITH NO COMPROMISE OF SULFURIC ACID CONTROL.

10. THERE ARE ADVANTAGES TO CATALYSTS. THEY CAN REDUCE THE HC AND CO EMISSIONS BY 50 TO 60 PERCENT AT THE END OF 50,000 MILES OF EPA DURABILITY TESTING. BY THE '77 MODEL YEAR, THIS REDUCTION MAY APPROACH 70 PERCENT. THEY HAVE ALSO ALLOWED SIGNIFICANT IMPROVEMENTS IN FUEL ECONOMY.

11. TRAIN ALSO PROPOSED TODAY SEVERAL OTHER ACTIONS DESIGNED TO DECREASE EMISSIONS OF THE AUTO-RELATED POLLUTANTS FROM OTHER SOURCES, INCLUDING: (1) MORE STRINGENT EMISSIONS FOR HEAVY DUTY VEHICLES, (2) A NEW EVAPORATIVE EMISSION STANDARD FOR AUTOMOBILES FOR THE 1978 MODEL YEAR; (3) MOTORCYCLE EMISSION STANDARDS FOR THE 1978 MODEL YEAR, AND (4) EXISTING STANDARDS REQUIRING A 90 PERCENT REDUCTION IN HYDROCARBON EMISSIONS DURING VEHICLE REFUELING MUST RESULT IN USE OF THE MOST EFFECTIVE CONTROL DEVICES WHICH ARE AVAILABLE OR CAN BE DEVELOPED. INGERSOLL

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